

## **CAPITAL IMPROVEMENT PROGRAM COMMITTEE (CIPC)**

Minutes for October 28, 2009

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**Present:** CIP Members: Chairman David Weaver, Dawn Hayes, Dennis Steinhauer, Mary Ellen Fitzgerald, Cynde Hertzog and Commission Liaison Joe Skinner. Staff: County Administrator Earl Mathers, Road and Bridge Superintendent Lee Provance and Commission Assistant Glenda Howze.

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The meeting was called to order at 7:40 AM at the Road and Bridge Department Complex.

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**Public Comment:** There was no public comment.

**Approval of Minutes of October 14, 2009:** There was not a quorum present so the minutes were not approved.

**Discussion Regarding Road and Bridge Priorities and Incorporation of those priorities into the 5-year Plan:** Chairman Weaver began the meeting by explaining that the CIPC has talked about our working definition of a capital project. The committee took a model set of programs and modified it for Gallatin County and the definition includes County roads and bridges. The commission has asked us to come up with ideas on how to incorporate Road and Bridge priorities into the 5-year plan without encumbering Lee. Commissioner Skinner explained that the Commission doesn't want the CIPC to oversee or prioritize what the R&B Department does but wants to put any plan that Lee might have into the 5-year plan for the public and the Commission to have an idea on anticipated future planning. Mr. Mathers stated that the funding streams are different for R&B and other capital projects. He also noted that there needs to be a broader understanding of priorities as well as a clear understanding of the limited resources. Mr. Mathers also commented that we don't know what will happen with the ARRA next year and there might be money available if we have shovel ready projects available. To do this we need to identify resources to get projects to the shovel ready status.

Mr. Provance explained that he has spent tens of thousands of dollars on plans up to 20 years out in five-year increments. The plan is only as good as the funding that is available. Two of the plans are the Gallatin County Infrastructure Plan and the Greater Gallatin /Bozeman Area Transportation Plan. Lee stated that his department is a maintenance operation now that there are no impact fees. Lee developed a 12-year plan that has been accomplished. Everything that is done is in accordance with the Average Daily Trips and safety need. He also explained that money is placed in a capital improvement fund for bridges and carried over from year to year. However, this fund is getting depleted each year and high dollar things are just not happening. Lee explained that all of his equipment is over \$50,000 with a life expectancy of greater than 5 years. He also explained that everything is a target. He has an idea of what needs to be done but anything can change at a moment's notice depending on where millings are available. The State will not haul millings farther than 15 miles from their project so at times roads of less priority get the millings just based on the availability. Lee stated that he is barely able to keep up with the maintenance projects. They should be chip sealing 30 miles of road each year but there is not enough funding for this to happen.

Chairman Weaver explained that if we could put together the needs/priorities and bring the road projects into that document for a demonstration of need. The CIPC would like to have something included in the plan but don't want to take the resources of the Road Department to create it. Lee stated that it is important for them to apply a rational nexus to everything. He hopes to have millings for 10 miles of road this next year. He also explained that there was an infrastructure assessment done in 2003 that could be used as the base for a priority listing. Commissioner Skinner stated that it is always a risk to put something in the plan and then have the public use that as an expectation of what will happen and complain when it doesn't. They don't understand when their road is a higher priority but a road with lower priority gets addressed first (based on something like the millings issue).

Mr. Watson stated that this committee could be a clearing house for project funds. For example there are grant projects that could be prioritized by the CIPC. Mr. Mathers stated that we need to evaluate our profile in Helena and try to get someone on the transportation committee. Mr. Provance said that if it continues to go as it has in the past, pursuing money from the State is a waste of time; we have received no help from MDT. He also stated that he could spend all of his time planning and applying for grants and get nowhere. The Infrastructure Assessment was done by WTI (Western Transportation Institute). Lee offered to take this plan and provide a summary on what has been completed in the plan and what hasn't. The Greater Bozeman Area plan can keep us busy for a very long time. He also noted that impact fees enabled his department to get a lot done in areas of high growth such as River Rock.

Mr. Steinhauer suggested that while we are in a negative economy with the funding levels down, that is might be a good time to start laying the ground work on a simple level for the future when there might be funds to take care of things. Lee stated that things were much worse 9.5 years ago then they are now. When development begins again it will be difficult and we will need to collect fees that won't be challenged in court. Commissioner Skinner stated that in ten years many of us won't even be around anymore but someone else will be that will need to carry the plans forward. Chairman Weaver stated that the efficiencies are never going to go away. He suggested that we incorporate an addendum to the plan that shows the status of the assessment and what has been accomplished to date.

Mr. Provance stated that the reason that the Road and Bridge Department has this new complex is because of the CIPC. It was discussed for 8 years and didn't get done. Without the help of the CIPC, Larry Watson, Earl Mathers and a favorable Commission it wouldn't have ever been accomplished. He also stated that the County is a government agency and in a 10 year period all plans will have to be re-worked. When funding does become available these plans will move forward very quickly.

Discussion took place regarding the timeframe for completion of the addendum. Chairman Weaver stated that we wouldn't need to see it until the spring. Commissioner Skinner urged Lee to put critical issues in the plan in hopes of going to a mill levy vote to fund these things in the future. Chairman Weaver stated that this kind of document will be helpful in educating the community as well.

**Other:** The group discussed the I90 Interchange briefly. Mr. Watson provided an update stated that the State is working toward the preliminary design work at this time. Mr. Provance stated that he sees a need on local roads and is not completely supportive of the I90 project because of that. Discussion also took place regarding the Great White Way. The Road Department offered to

construct this project and MDT may pay for it, but it is going to take approximately 2 years to get the engineering done.

There was also discussion regarding membership and regular attendance. The bylaws do say that if a member misses 3 consecutive meetings that they can be removed. Glenda agreed to talk to the Commission and the members who don't have regular attendance about a solution to this problem so that we have active and involved members on the CIPC.

**Agenda for November 18<sup>th</sup> meeting:** Mr. Watson stated that at the next meeting the group will need to discuss the RFQ for the L&J master plan project. A decision also needs to be made on who should be part of the selection committee. Chairman Weaver stated that he'd like to be involved but is not interested in the CIP recommendation being shot down again either. Mr. Watson emphasized that the members of the selection team will need to have time and ability to stick with the project and process all the way through to completion.

The meeting was adjourned at 8:35 AM.